

Amendments to the Specification:

Immediately before paragraph [0001] add the following new sub-headings:

-- CROSS-REFERENCE TO RELATED APPLICATIONS

This is a US national stage of application No. PCT/EP2003/013737, filed on 4 December 2003.

BACKGROUND OF THE INVENTION

1. Field of the Invention --

Amend paragraph [0001] as follows:

[0001] The invention relates to an electric steering and drive system for a vehicle having a wheel-based steering system, ~~in accordance with patent claim 1.~~ with a pair of drive shafts, a differential gear mechanism connected to the drive shafts, a traction drive including at least one traction motor connected to at least one of the drive shafts, and an electric steering drive which is drive-connected to the differential gear mechanism.

Immediately before paragraph [0002], add the following new sub-heading:

-- 2. Description of the Related Art --

Amend paragraph [0004] as follows:

[0004] ~~DE 37 28 171~~ U.S. Patent No. 4,998,591 describes an electromechanical drive system for fully tracked vehicles. A generator which is driven by an internal combustion engine is provided for the generation of the electric power. According to one embodiment, this drive system

comprises an electric traction motor, which drives both vehicle sides in the same direction via a central shaft, and an electric steering motor which drives a zero shaft, the rotational speed of which has a positive effect on one side and a negative effect on the other side. Steering differentials on the left and the right add the rotational speeds of the two motors and forward the sum to the track wheels. This electromechanical steering system can transfer a multiple of the nominal power of the steering motor as what is known as “regenerative power” from the drive side on the inside of the bend to the drive side on the outside of the bend. As a result of this electromechanical power transfer, the reactive power flows via the mechanical gear mechanism arrangement and not via the electric motors, with the result that the latter can be configured in accordance with the primary performance of the vehicle.

Amend paragraph [0006] as follows:

[0006] [A] In a similar arrangement is known from ~~WO 02/083483~~ US 2004/0116228, a differential gear mechanism which comprises two planetary gear mechanisms ~~being~~ is provided between the two drive sides. The two planetary gear mechanisms are arranged next to one another and their planetary carriers are coupled fixedly in terms of rotation to one another. An electric steering motor can drive the two sun gears in opposite rotational directions and the planetary gear mechanisms output their drive via their internal gears. The internal gears are connected to a first end of motor shafts of electric traction motors. The track drive wheels or wheels are arranged at the other ends of the motor shafts. If the single current supply circuit fails, a vehicle having a drive axle of this type can no longer be steered.

Immediately before paragraph [0009], add the following new sub-heading:

-- SUMMARY OF THE INVENTION --

Amend paragraph [0011] as follows:

[0011] According to the invention, ~~this object is achieved by the characterizing features of patent claim 1.~~ electric current for the traction drive and the steering drive is provided by at least two energy sources which can be operated independently of one another.

Delete paragraph [0013] in entirety.

Delete paragraph [0014] in entirety.

Immediately before paragraph [0015], add the following new sub-heading:

-- BRIEF DESCRIPTION OF THE DRAWINGS --

Immediately before paragraph [0019], add the following new sub-heading:

-- DETAILED DESCRIPTION OF THE PRESENTLY PREFERRED EMBODIMENTS --

Amend paragraph [0025] as follows:

[0025] An energy converter 18 converts the electric energy which is generated by [a] generator 20, in such a way that ~~said~~ this energy can be used to charge an accumulator 21.

Amend paragraph [0037] as follows:

[0037] Fireproof bulkheads 35, 36, 37 are preferably provided as insulation against fire between the different part motors of the traction drive 1, 2 and 3, 4 and 9 and 10 or between the different current circuits of the steering drive. If one of the motors or one of the different current circuits catches fire, for example as a result of overheating, the other is protected at least for a certain time and can continue to be operated. The term fireproof bulkhead is to be understood as divisions which are made from fireproof or fire-resistant material. This also includes protection of one (part) motor against excessive heat development of the other (part) motor.

Amend paragraph [0042] as follows:

[0042] Instead of the differential gear mechanism arrangement 17 which is described with respect to Figs. 1 to 4, another differential gear mechanism arrangement which acts in the same way can also be provided; for example, ~~also~~ differential gear mechanism arrangements of the type ~~which are known from WO 02/083483 A1~~ according to Figs. 2 and 3 of US 2004/0116228.

Delete paragraph [0046] in entirety.

On page 12, delete the sub-heading "Patent Claims", and immediately before claim 1, add the following:

-- What is claimed is: --